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ABSTRACT

The two subjects of this talk are: (1) book collecting as an avocation and (2) the author's own private collection of material on Sir Francis Drake. (NH)

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ON BOOK COLLECTING

The Story of My Drake Library

by H. P. Kraus

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2

THE *sixth James Ford Bell Lecture was presented by Mr. H. P. Kraus on May 6, 1968 at the St. Paul College Club. Mr. Kraus began his career as a bookseller in Austria and came to the United States in 1939. He quickly established himself as a bookman of great knowledge and acumen, and his outstanding purchases and sales of rare books and manuscripts both in this country and abroad have placed him in a pre-eminent position in his profession. His bookstore is located at 16 East 46th Street, New York.*

John Parker, CURATOR
JAMES FORD BELL LIBRARY

On Book Collecting

I FEEL HONORED AND QUITE DE-lighted to be given such a splendid opportunity to talk to you on two subjects dear to my heart: book collecting as an avocation, and my own private collection of material on Sir Francis Drake.

The main reason for forming a collection of rare books can be found in something we call love of books, or bibliophily. Many people, of course, buy books. Students and scholars especially amass books because of their definite need of them. But even if a person owns thousands of volumes, he still might not be a bibliophile.

The real book collector is someone who has fallen prey to a passion, a most noble passion, I can assure you. It drives its happy victim into spending money, sometimes even more money than he can afford. The history of book collecting records that certain bibliophiles, who are better described as bibliomaniacs, have even committed crimes to gain possession of precious books. These individuals are, of course, exceptional. On the whole, book collectors form a praiseworthy body of distinguished and highly civilized people. To place bibliophily in its historical setting, we should note that many of the greatest figures in past centuries – kings and princes, bankers and businessmen – have been ardent book collectors. Some of the great libraries of Europe owe their origins to the private collections of their royal and noble founders. For example, the British Museum in London, the Biblio-

thèque Nationale in Paris, the Bibliothèque Royale in Brussels, the Bayerische Staatsbibliothek in Munich, the National Library in Vienna, the Vatican Library, and the Laurentiana of the Medici family in Florence. The course of events in America was very similar. Although we had no resident kings or princes, our society gave us great bibliophiles from among the leading figures in business. I need only recall the names of such men as James Lenox, a founder of the New York Public Library; John Carter Brown, who formed the library that bears his name; Harry Elkins Widener and Arthur Houghton, who built up the libraries that grace Harvard; Lessing Rosenwald's contribution to the Library of Congress; the monumental collections of the Morgans; those of the Huntingtons; and last, but not least, that of the late James Ford Bell.

Thanks to the efforts of these men, we in this country own many of the most splendid book treasures in the world. Because of their libraries the names of these great men will live forever in the minds and memories of present and future generations of Americans. They are already celebrated throughout the civilized world. I earnestly hope that in the future many of our citizens will be inspired to follow their splendid example. By the way, as you probably know, there are quite generous tax advantages for those who give their books to a university or museum, as well as the gratification to be derived from public benefaction.

What I have said so far may, I hope, explain to you at least some aspects of book collecting. But there are a great many other points about which you may wonder. For instance, you may ask: "How does one start a collection?" and "how does one settle upon a suitable subject?" and "how can one make a collection coherent when so many millions of books exist?"

The answers to these questions are not as difficult as they may seem, since it is only yourself, your taste, and your temperament that need be considered. Here you can be truly creative. As a focus for your collection, choose a subject close to your heart. This could be a particular author, a branch of learning, an intel-

lectual problem, a period of history. A few subjects very popular with collectors are the history of science, medicine, Americana (especially early works on the history of the West), atlases and maps, American literature in first editions, early printed books, particularly of the 15th century, Bibles in English and foreign languages, illuminated manuscripts, editions and translations of one of their favorite works in world literature, science, or art. These are only some of many possibilities.

I would like to tell you how I started in the world of books. In Vienna, Austria, where I grew up, my father, a physician, owned a large collection of postage stamps. I was introduced at an early age to the secrets of this mystery, and from it I learned a lot about geography, history, and politics. I was taught to recognize the tiniest differences in the engraving of the stamps and to search for evidence of retouching and errors in impression. For the first time in my life I experienced the desire to complete something. My father was very disappointed when my passion for stamps yielded to another pursuit.

This happened when I was 15 years old. While I was on a summer vacation in the Austrian countryside, I found an old atlas in the attic of a house which had been built in the 16th century. I wanted to buy the old volume, but the owner refused to accept payment and gave it to me as a present. He warned me: "Everything on the maps is wrong, so don't use it in school."

I did not use the atlas in school, but it is no exaggeration to say that my life was transformed by possessing it. I took the atlas to the geography department of the National Library in Vienna and received my first lesson on rare books. The atlas turned out to be the work of the famous cartographer Gerard Mercator. From this book I learned much about the history of map-making and the results of early explorations, a subject which I had never thought about before.

I saw how the shape of the American continent was drawn in the 16th century; I read on the maps the names of Columbus, Vespucci, and Magellan; I saw that "Terra Australis" was the

name given to an unknown piece of land believed to lie in the South Pacific, whereas nothing was yet marked on the spot where Australia is actually located. I learned that we owe to Mercator the invention of a projection with lines of longitude and latitude placed so as to enable a navigator to draw his course in a straight line. I was astonished to see how well the shapes of some parts of the world were delineated at a time when a cartographer had only very primitive tools at his disposal. And my excitement grew greater still when I found out that my Mercator atlas – it was the first edition – was worth a lot of money. The collector, and the later rare book dealer, were born. Here was an old book which showed me new values, new beauty, new possibilities. Here were misunderstood and unidentified treasures lying neglected in the dust like golden nuggets hidden under the pebbles of a river bed.

Because of that atlas I learned that knowledge is what counts in dealing with books. For this reason I started to read reference books and bibliographies as other people read novels. This is a practice that every serious collector should follow. Thus he can acquire first-hand knowledge in his chosen field; he can learn to recognize volumes which are known only to the specialist and which may be neglected and undervalued even by good book dealers. It was part of my good fortune that I learned these important lessons so early in my career.

When I graduated from high school there was a colossal inflation in Austria. It wiped out my father's fortune and did the same to those of many others. My mother grew accustomed to figuring in millions when she went shopping. I hope we shall never experience such a disaster here in America. These circumstances forced me to forego higher education and to learn a trade instead. My choice of course, was the book business, in which I have remained ever since. Although I now have many varied responsibilities, I am still happiest when I am surrounded by my old and rare books.

During the forty years that I have been a book dealer I have seen the collections of my clients grow until some of them have

become quite formidable and famous. But somehow I began to feel left out. You see, during my lifetime I have tried to start quite a few collections of my own. But every time some good friend who had seen the collection in its early stages persuaded me to part with it. Now these collections have come of age: they live and flourish in the homes of their new owners. However, in one instance I have succeeded in holding on to a collection until it has reached mature proportions. In the story behind this collection there is a link with my late friend, James Ford Bell. Mr. Bell was one of my best clients, and I am proud to have been responsible for selling him many of the books in his collection, which, as you know, he presented to the University of Minnesota.

It was many years ago that Mr. Bell asked me to buy for him at auction a rare edition of an early book of voyages. It was a lovely copy in a fine contemporary binding. I advised Mr. Bell to allow me to bid up to one thousand dollars on his behalf to secure the book. He gave me the order. But the unexpected occurred. As can happen at an auction, the book was knocked down to me at the extraordinarily low price of two hundred dollars. Naturally I thought Mr. Bell would be happy to obtain the book so cheaply. But quite the contrary. He said: "Now you see how wrong you are in your prices." I retorted: "I don't think I was wrong. Anything can happen at auction, and I insist that this book would still be a bargain even at one thousand dollars." Mr. Bell then challenged me: "Would *you* give *me* one thousand dollars for it?" I said "yes," and he accepted my offer. I paid the thousand dollars. Then I remarked to him: "I hope you are pleased. Five hundred percent is a nice profit." He did not answer right away, but after a while he said: "Did you know that Sir Francis Drake and his partner Queen Elizabeth made a profit of five thousand percent out of his famous voyage around the world?"

Of course, I did not know. This sensational coup intrigued me, and I began to study Drake's life. His story, as told by numerous authors, began to fascinate me. Here was a man of humble birth

who became the national hero of the hierarchical England of Elizabeth I.

Drake learned at an early age to navigate a ship, although he had little formal education. He sailed several times to the West Indies and to the Spanish Main, where he became a terror to Spanish colonial officials by capturing treasure ships and ransacking cities like Cartagena. He was the first Englishman to sail around the world, and during this voyage he discovered Upper California and took possession of it for his Queen. As a result of that circumnavigation he amassed great wealth and was knighted. Commissioned as admiral in the Queen's Navy, Sir Francis devastated the port of Cadiz and thereby set back the date of the sailing of the great Spanish Armada against England by a year; he then played a leading part in its defeat in 1588.

Thus he changed the course of history by starting the downfall of Spanish pre-eminence in the rest of the world and laying the groundwork for the British Empire. At that time, moreover, the western world was divided into two religious camps: the Catholic and the Protestant. In many respects it was as though an iron curtain separated them. With all the enormous power he commanded, Philip II, King of Spain, tried to destroy the Protestant "heretics" and to unify Europe in the Catholic faith. If the Spaniards had conquered England with their Armada, the course of history would have been very different. Drake contributed immensely to Spain's defeat and prevented Philip's religious plans for England.

At home I talked a lot about Drake. My children (four daughters and a son) loved to listen to the romantic adventures of my hero. One of my daughters even composed a limerick about him, which I cannot resist reading to you:

There was a young man of Devon
He sailed the seas all seven
He singed Philips beard
Spain's glory he smeared
This brave Francis Drake of Devon.

However, I had not realized how difficult it would be to build up a Drake collection. I wanted to gather only original and contemporary sources, in printed books, in autographs and manuscripts, in maps, in portraits, or in medals. The motive for my collecting was to learn about Drake in the same way as anyone living in Europe during his lifetime would have done. I wanted to understand how an Englishman, a Spaniard, a German, or an Italian would have come to see him, and I hoped myself to feel their admiration or their dread of him. This was a beautiful conception, but the material seemed to be so scarce that at times I felt inclined to give up the whole plan. Fortunately though, as you will see, luck (the collector's greatest helper) eventually came to my rescue. Strangely enough, very little about Drake's remarkable exploits was printed during his lifetime. Until the time of his raid on Cadiz, England and Spain were officially at peace. His earlier piracies at the expense of Spanish merchants and Spanish finances were officially condemned by Queen Elizabeth despite the fact that a large part of the booty went to her. Also, naturally enough, the Spaniards did not advertise their defeats. The fame of the terrible Drake, Draque or Draco (in English, dragon) therefore spread mostly by word of mouth and in ballads.

I assembled portraits of Drake and of the great figures, both friends and enemies, who were intimately connected with him. I gave precedence to Queen Elizabeth, whose reign (1558–1603) included all of Drake's adult life. The first portrait I obtained was of her. Her career developed into a most brilliant success from highly unpromising beginnings. The Queen began her reign with her treasury poor; her country was exhausted; she was without good captains and trained soldiers; and her people were out of temper and in great misery. Drake must certainly receive a large part of the credit for helping her reverse this gloomy situation.

The next portrait I acquired was that of Elizabeth's opponent, Philip II, who ruled between 1556 and 1598. He was the most powerful monarch of his day, having inherited from his father,

11

the Emperor Charles V, the vast Spanish empire in America with its rich gold and silver mines. But the reign of Philip turned out to be almost a mirror image of that of Elizabeth. He began in fabulous prosperity and ended in failure. By conducting raids and attacks on Spanish ships and colonies, Drake forced Philip to spend vast sums on convoying and on fortification. When Philip sought to put an end to these guerilla raids by open warfare, Drake was on hand to "singe the King of Spain's beard," as he did by burning his supply ships at Cadiz in 1587. Philip finally managed to send his Armada against England in 1588, but the campaign ended in disaster, with Drake taking a lead in the defeat of Spain.

Drake made his first real entrance onto the stage of history in his second voyage to America, when he sailed under the command of his kinsman, John Hawkins. The remarkable feature of this voyage was its disastrous ending. After profitable (though illegal) trade in Spanish-American ports, and some violence, Hawkins took his little squadron into the harbor of San Juan de Ulúa (or Vera Cruz) on the Mexican coast to obtain supplies and repair his ships. While he was there, the annual fleet from Spain, consisting of thirteen great ships under the command of the new Viceroy of Mexico, Don Martin Enríquez, came into view. The Viceroy concluded a pact with the English under which they were allowed to repair their vessels and purchase supplies, while the Spanish ships were admitted to the harbor and anchored near them. But once in the harbor the Viceroy Don Martin broke faith with the "heretical" Englishmen. A savage and unequal battle ensued. Hawkins and Drake managed to escape, each in a small ship, but the other ships, five hundred men, and all the receipts of the expedition were lost. I found the story of these dramatic events in Hakluyt's *Principal Navigations of the English Nation*, published in 1589, the great contemporary collection of voyages. It is fascinating to read these pages of Elizabethan prose, printed in the solemn black letter of the period.

The battle of San Juan de Ulúa showed that there were weak-

nesses in the Spanish fortifications. This was a serious defect, because the harbor was the port of Vera Cruz, the principal one on the Atlantic coast of Mexico. The noted Spanish military engineer and admiral, Cristóbal de Eraso, was ordered to survey the harbor and suggest improvements. This was the first, but not the last, time in history that the Spanish-American ports were threatened by English privateers or pirates. When I read about these efforts by the Spaniards, I remembered that I owned two large Spanish manuscript maps of fortifications. Both were signed "Xtobal" – no more – and the location drawn was not specified. I sent photocopies of these two maps to Madrid for inspection by Señor Zapatero, the great authority on fortifications in Spanish America.

You can imagine how pleased I was to get news from Señor Zapatero that both maps were authentic drawings of San Juan de Ulúa, and that the "Xtobal" who had signed them was Cristóbal de Eraso, who executed the drawings in 1570, that is, two years after the battle. They were unknown to scholars, even though written documents mentioned their existence. These are probably the earliest drawings extant of military architecture in America, at least the earliest in private hands. One must admire the skill of English intelligence agents in securing these super-secret maps from Spain at so early a date, for they came originally from the collection of the English Ordnance Board, to which they were given at least 350 years ago. I was proud to add two items of such high importance to my small collection. The greatest pride of the collector lies in being able to boast that no one else has anything like the material *he* owns.

Many years ago, I remembered, an English dealer had offered for sale the famous Silver Map. This is a medal made to commemorate Drake's circumnavigation of the globe. In itself it is very valuable as a map. It is also a beautiful piece of silverwork, one of the earliest examples of a process of engraving which could produce several exact replicas without resorting to cruder methods, such as striking or casting. The medal shows the world

13

in two hemispheres with the route of Drake's expedition around the globe marked by dotted lines. The price of the medal was comparatively high for the time at which the offer was originally made to me. I hesitated to buy the piece, and thus lost it to my old friend and client, Henry Taylor, who owns the finest collection in America of material on the history of navigation.

For years I hoped to get another copy. I knew there were just seven others, and that the only one that might be available was in a private collection in Argentina. I went to Buenos Aires and had lunch with the owner of this Silver Map. I did buy it from him, but at a price about five times higher than Mr. Taylor had paid for his. There is a lesson here for a collector: If a piece is available and it is one that you really want, grab it and don't assume that nobody else is in the market. Conditions became more difficult for me at this time; it began to be widely known in the world of books and antiquities that I was forming a Drake collection. Prices of Drake material therefore rose.

You can easily imagine how excited I was when I learned that another specimen of the Silver Map was to be auctioned off in London. It was a hitherto unknown piece and a very important one, for it was signed in London by Michael Mercator, the grandson of the famous cartographer. As a matter of fact, it is the original prototype from which all the other copies derive. The presence of the signature of Michael Mercator confirmed a suggestion about the Silver Map and its artist which was based on a nearly contemporary mention in *Purchas His Pilgrimes*, a collection of travels continuing Hakluyt's work and produced by his literary executor. All previously known copies of the Silver Map had lacked this signature. The auction catalogue did not mention that this was the only copy with the artist's signature and even misprinted its wording. I prayed that nobody else would find out the truth of the matter. The name Mercator meant so much to me – remember my first book, the Atlas!

The auctioneer's estimate of the piece's value was £500, and he believed that a bid of up to £1000 would almost certainly secure

it. As I did not want to risk losing the piece, I gave my agent power to bid the rather crazy sum of £12,000. I did not want to bid in person for fear of arousing the competitive spirit of other dealers. Usually when I put in large bids for an auction, I get very nervous, for it is a kind of gambling, but I was so sure of getting the Silver Map at a modest price that I slept well that night. At the sale the Silver Map turned out to be a sensation. In the end I was outbid by a London dealer. Later, however, after long negotiations I finally managed to buy it – at a much higher price, I am sorry to say. This was probably the highest price ever paid for a silver medal. But now, I am the proud owner of two specimens of the Silver Map: one signed and unique, and the other unsigned and known in only eight copies.

Drake's circumnavigation of the globe was one of the most celebrated of English achievements; indeed, it still ranks as the greatest voyage that any Englishman ever made. Stories about it soon spread throughout Europe. Only one commander had ever tried to go round the world before, and Drake was the first leader to survive and complete the voyage. His predecessor, Magellan, was killed in the Philippines in 1521, and it was his subordinates Sebastian del Cano and Antonio Pigafetta who finished the voyage by returning to Spain the next year. Drake was the first Englishman to pass through the Strait of Magellan – to "shoot the gulf," as it was then put. He explored for England the opulent Pacific coast of America, plundering the Spaniards as he went. He took possession of Upper California for his Queen, calling it New Albion, and he came home with an immense treasure, which gave an enormous stimulus to England's economy. Lord Keynes even suggested that the English would not have been able to support and reward Shakespeare and his company if they had not come into possession of the capital that Drake's expeditions provided.

This was the profitable voyage mentioned by Mr. Bell. We should at this point note that Drake's expedition was set forth as a joint venture in which important investors took shares; a part-

nership had been the usual method of financing commercial voyages and colonization activities since the Middle Ages.

The list of Drake's shareholders contains the names of many highly placed officials and Privy Councillors. There were Robert Dudley, Earl of Leicester; Sir Francis Walsingham, Drake's protector; the Earl of Lincoln, Lord High Admiral of England; John Hawkins, who was now Treasurer of the Navy; and many others. Queen Elizabeth probably subscribed as well, but her participation remained secret in order not to provide Spain with a *casus belli*. In any case, she certainly appropriated the lion's share of the proceeds of the voyage, and it therefore ranks as the best investment an English sovereign has ever made. Drake himself participated, contributing £1000, which was a large sum for the time. So good an investment made him one of the richest men in England. Furthermore, at the Queen's command, he received a special reward of £10,000 out of the plunder before the profits were distributed.

Drake returned to Plymouth from his 'Famous Voyage' – as his circumnavigation is known to this day – on September 26, 1580, having been away for nearly three years. In order not to antagonize King Philip there was no public celebration. The enormous treasure Drake brought back was placed under armed guard in a stronghold at Plymouth. Drake privately informed the Queen and the investors of the financial results of the voyage. The rate of profit it had earned was the astonishing figure of 4600 percent, or £46 for each £1 invested. According to Lord Keynes, the English foreign debt was paid off from the Queen's share of the proceeds.

I wish our President would find some chap like Drake who could fit out an expedition so profitable that we could pay off all our foreign creditors, even if it did involve a little gentle piracy. The amazing thing was that even after paying her foreign debts Queen Elizabeth still had £42,000 left in the treasury. With this she backed a new venture – the Levant Company, a pioneering enterprise which played an important role in the development

of English foreign trade. From this sprang the great British East India Company on which England based her Indian Empire. Until quite recently I owned an early manuscript copy of the charter of the Levant Company. Unfortunately for me, I sold it to a very distinguished library in the United States – the Bell Library of the University of Minnesota. When I sold it, I did not realize the close connection of the Levant Company with Drake's Famous Voyage, of which I learned only now, while I was preparing this lecture. Had I known of it before (and here you can see the great importance of knowledge and research), the Charter would still be a major item in my collection rather than reposing here in Minneapolis.

The earliest detailed printed report about the "Famous Voyage" is included in the first edition of Hakluyt's *Principal Navigation*. This was published in 1589, at least nine years after Drake returned to Plymouth. The principal reason for this unusual delay in publicizing the sensational news was the relationship between Spain and England. When Drake came back to England, the two countries were ostensibly at peace. But by 1589 the invincible Armada had sailed against England and had been defeated, so there was no longer any reason for suppressing the story.

However, in June 1581, eight years before Hakluyt's account could have been written, the poet Nicolas Breton celebrated Drake's return in a little book which he entitled: *A Discours in commendation . . . of Maister Francis Drake . . .* No copy of the book had ever been found. The work was known only because its title appeared as an entry in the Stationers' Register, the English copyright record. It was therefore quite a sensation when Sotheby's in London announced that they were to include the book in one of their auctions. I went to London to attend the auction and to secure this treasure for my collection. But on the evening before the sale I received instructions from a large university library to place a very high bid for this book – £5000. I could not refuse them.

At the auction next day the price went up and up, but even-

tually Breton's book was knocked down to me – for £6000. In accordance with the rules of our trade I was obliged to give first refusal of the book to the university which had instructed me to bid for it. On this occasion I was positively delighted to hear the news: "Sorry – the price you have paid is too high for us."

All editions of the narrative of the "Famous Voyage" are especially interesting to the collector of Western Americana, because they deal extensively with Drake's visit to California, when he named it "New Albion." This actually meant New England, in memory of his own country, for the white cliffs north of the Bay of San Francisco reminded him of the chalk headlands of the coast of the English Channel, which had led the Romans to give Briton the name "Albion" – the white land.

Drake's next exploit was his great raid on the Spanish settlements in the West Indies in 1585–1586. His force plundered Santiago in the Cape Verde Islands, Santa Domingo, the capital of the Spanish Antilles, Cartagena, the most important city on the Spanish main, and St. Augustine, capital of the Spanish colony of Florida. I own some English pamphlets about this voyage, and also specially commissioned contemporary views of the towns that Drake ransacked. The view of St. Augustine was the first of any town in the territory of the present United States to be published. It is a large and beautiful colored engraving, showing the English fleet at anchor before the town.

By 1587, when Drake was back in England, all the signs and the reports by intelligence agents indicated that feverish activity was going on in Spanish ports – in Cadiz especially. The long-expected invasion of England appeared to be imminent. Queen Elizabeth at last became convinced that war with Spain was likely, so Drake was sent out of Plymouth with the Queen's fleet on April 12, 1587. He appeared before Cadiz on April 29, late in the afternoon. Not waiting until the next day as overcautious subordinates advised, he sailed boldly into the harbor. The Spanish naval and land forces there were completely surprised and the defenders were thrown into a panic. Drake cannonaded,

plundered, and burned everything in the harbor. He destroyed thirty-seven ships with insignificant losses on his own side. Then – for a month – he ravaged the coast of the Iberian Peninsula, landing at Cape St. Vincent and capturing the castle of Prince Henry the Navigator at Sagres. He took Spanish ships, ruined the Portuguese ocean fishery, prevented trade, and destroyed supplies being sent to Lisbon for the great Armada.

Of course, I wanted to include in my collection contemporary documents about this event and especially about the so-called Invincible Armada, but material, printed or in manuscript, seemed not to exist. And, here again, collector's luck helped me. One day a lady came to see me. She showed me two volumes of papers. They consisted of manuscript reports and letters bound together. They were dated 1587 and 1588, very significant dates, and their language was Spanish. I felt instinctively that they might be something exciting. Yes, these papers certainly were exciting. The volumes contained documents and correspondence from the archives of the Duke of Medina Sidonia, and many of them related to Drake, to Cadiz, and to the Spanish Armada. The Duke of Medina Sidonia was Captain-General of Andalusia, and therefore responsible for the defense of Cadiz; later Philip II appointed him commander-in-chief of the Armada. What I now own is part of his headquarters papers. Through this acquisition my collection not only grew, but attained real historical significance. I now own primary materials closely related to one of the most dramatic recorded events in history. The defeat of the so-called Invincible Armada was England's greatest victory and one of the world's most decisive battles. It was the beginning of the end of Spain's predominance, and it allowed the English to begin to form the empire whose influence has been incalculably important.

To describe all the treasures of these volumes would take too long. Even to mention all the many books, views, maps, and medals which constitute my Drake collection would be tedious for you, although nothing gives more pleasure to a proud col-

lector than to boast of his possessions. Yes, we certainly enjoy showing them off, and that is one of the reasons why we are happy to arrange exhibitions and to print catalogues of them.

However, I must make one exception. I cannot conclude without mentioning one of the most surprising items in the Medina Sidonia volumes. This is a letter, dated June 20, 1596, to the Duke from a member of the Council of the Indies – the board through which Philip II governed America. It informed Medina Sidonia that his arch-enemy Francis Drake was dead and that the mariner's body had been taken back to England sealed in a barrel of beer. That he was dead was true enough, but the barrel of beer was a myth. When Sir Francis Drake died near the Isthmus of Panama on the 28th of January, 1596, his body was committed to the waters of the Caribbean in a coffin of lead. There he still lies in Nombre de Dios Bay, near the scene of his early exploits.

This story, ladies and gentlemen, may serve to show you that even as late as the third quarter of the twentieth century it is still possible to assemble an important collection. Younger bibliophiles may feel discouraged by the fact that so much of the printed and manuscript material they need is already owned by the great libraries and museums of the world. However, I can say to you in all earnestness that there is still enough available to be worth your attention. With knowledge, energy, luck, and a certain amount of money, the building of a fine collection is possible even today.